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Intimations.

A perfect food

is Bovril—it nourishes, stimulates and reinvigorates. Bovril is of great value for all to whom strength and endurance are a vital necessity. Its regular use is a permanent protection against the dangers of colds, chills and diseases.



BOYRIL

375

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
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Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 17th day of February, 1904, at Noon, the Steamship "GERA," of the NORDDEUTSCHER LLOYD, Captain R. Dahl, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 15th instant, Cargo and Specie will be received on Board until 3 P.M., on TUESDAY, the 16th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 16th instant. Contents of Packages are required, No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Lanes can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.
HONGKONG, 3rd February, 1904.

Intimations.

LANE, CRAWFORD & CO.

THE FAVOURITE BRAND
FOR TWENTY YEARS.

LANE *Gutler,* **NAPIER JOHNSTONE'S** **BOY** **NAPIER**

BEER JOHNSTON & CO.
SQUARE
BOTTLE WHISKY
SHIPPERS
Palmer & Co., London
AGENTS
, GRAWFORD & Co.
HONGKONG.

AS SUPPLIED TO THE LEADING CLUBS AND HOTELS.
PRICE: Per Dozen \$17.00. Per Bottle \$1.50.

LANE, CRAWFORD & CO.
Hongkong, 2nd January, 1904. [38]

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms.
Monthly Boarders accommodated on very moderate terms.
For Particulars apply to
THE MANAGER.

NOTICE

TO THE WEARIED.

There is no nicer place to spend a few days in quiet rest, than
MACAO.

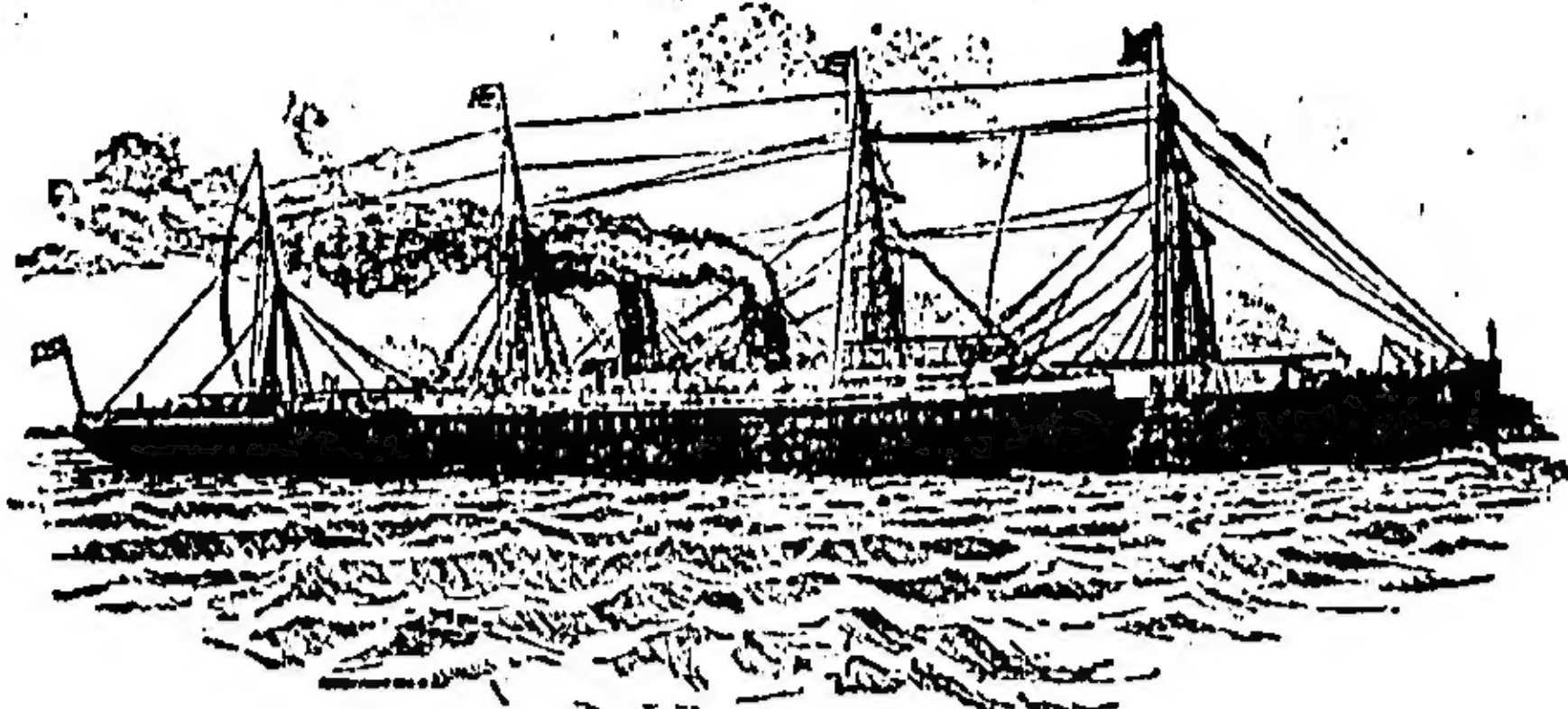
And there is no more Comfortable Hotel in the Far East, than the
MACAO HOTEL.
 W. M. FARMER.

37] Proprietor.

CONFIDENTIAL

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKE PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons	SATURDAY, 13th February, at Noon.
"COFFIC"	4,352 "	TUESDAY, 23rd February, at Noon.
"KOREA"	11,276 "	THURSDAY, 10th March, at Noon.
"GALIC"	4,705 "	SATURDAY, 19th March, at Noon.
"CHINA"	5,060 "	TUESDAY, 5th April, at Noon.
"DJIG"	4,784 "	THURSDAY, 14th April, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 13th February, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Indian Oceans in the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

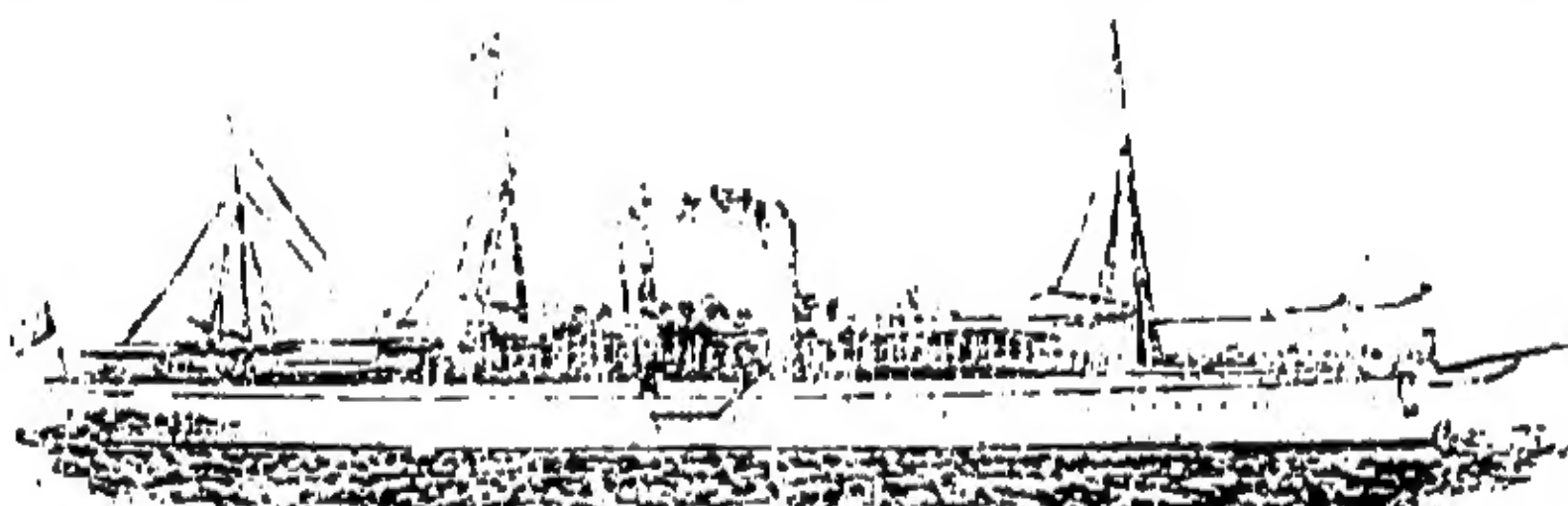
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-looks throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agents of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 3rd February, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 24th February.

"EMPRESS OF JAPAN" 6,000 " WEDNESDAY, 9th March.

"EMPRESS OF CHINA" 6,000 " WEDNESDAY, 23rd March.

"ATHENIAN" 3,882 " WEDNESDAY, 6th April.

"EMPRESS OF INDIA" 6,000 " WEDNESDAY, 20th April.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate and Steamer, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,

9, Pedder's Street.

Hongkong, 10th February, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
C. FERD. LAEISZ	HAVRE and HAMBURG.	20th Feb. Freight.
Sachs	(Calling at SINGAPORE and PENANG.)	
SITHONIA	HAVRE, BREMEN and HAMBURG.	2nd March. Freight.
Hildebrandt	(Calling at SINGAPORE and COLOMBO.)	
BATAVIA	HAVRE and HAMBURG.	6th March. Freight and Passengers.
Dempwolff	(Calling at SINGAPORE and COLOMBO.)	
SAMBIA	HAVRE and HAMBURG.	22nd March. Freight.
Luning	(Calling at SINGAPORE and PENANG.)	
ABESSINIA	HAVRE and HAMBURG.	5th April. Freight.
Filler	(Calling at SINGAPORE and COLOMBO.)	
SUEVIA	HAVRE and HAMBURG.	19th April. Freight.
Borch	(Calling at SINGAPORE and PENANG.)	

For further Particulars, apply to HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

Hongkong, 9th February, 1904.

GO TO THE
KOWLOON HOTEL,
KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,265 "	A. W. Dixon.
"HANKOW"	1,073 "	C. V. Lloyd.
"KINSHAN"	1,865 "	J. J. Lusius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2:30 P.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNG HAN"	1,908 tons	Captain W. E. Clarke.
------------------	------------	-----------------------

Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12:30 P.M.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons	Captain T. Hamlin.
-----------------	-----------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain B. Branch.
"NANNING"	569 "	C. Butchart.
"TAK HING"	618 "	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th January, 1904

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUNDRELL STREET,

HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer. From Expected on or about Will leave for On or about

TJIPANAS ... JAVA & MACASSAR Second half of March JAPAN Second half of March

TJILATJAP ... JAPAN First half of March SINGAPORE & JAVA PORTS First half of March

TJIMAH ... JAVA & MACASSAR Second half of February JAPAN Second half of February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201, Hongkong, 12th February, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL COSTUMES AND FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

WANTED. SITUATION by a YOUNG EUROPEAN with Bank Experience and a Good Knowledge of English, French and Spanish Languages.

Apply to—

"X.Y.Z." C/o This Paper.

Hongkong, 1st February, 1904.

WANTED. A SMALL FURNISHED FLAT or TWO BEDROOMS with Private Ingress, by Two Gentlemen.

Apply to—

"X.Y.Z." C/o Hongkong Telegraph.

Hongkong, 9th February, 1904.

WANTED. A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities. Sole Agents—

SIMMONS & CO. Hongkong, 10th January, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama Harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[32]

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of FEBRUARY, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1903.

By Order of the Court of Directors,

J. R. M. SMITH, Chief Manager.

Hongkong, 20th January, 1904.

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THE HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 6th to the 20th day of FEBRUARY, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,

J. R. M. SMITH, Chief Manager.

Hongkong, 29th January, 1904.

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HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pedder's Street, on SATURDAY, the 5th day of MARCH, 1904, at 12 o'clock (NOON) to receive a Statement of Accounts to 31st December, 1903, and the Report of the General Managers and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th February to the 5th March, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 9th February, 1904.

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THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 10% or \$1.50 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders, held This Day, will be PAYABLE at THE HONGKONG AND SHANGHAI BANKING CORPORATION, on and after MONDAY, the 8th February, 1904.

Shareholders are requested to apply to the Office of the Company for WARRANTS.

By Order of the Board of Directors,

T. ARNOLD, Secretary.

Hongkong, 6th February, 1904.

[225]

HONGKONG JOCKEY CLUB.

RACE MEETING, 1904.

TUESDAY, WEDNESDAY, THURSDAY, AND SATURDAY (OFF-DAY), 23rd, 24th, 25th and 27th FEBRUARY.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, L.D., or at the Gate. Price 5/- for the Meeting (including the Off-Day) or 3/- per day.

Tickets for the Off-Day, 5/-.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH, Clerk of the Course.

Hongkong, 8th February, 1904.

[234]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races on the 23rd, 24th, 25th and 27th instant.

A Stand and an Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which will be sent out with the Members' Tickets after MONDAY, 15th inst.

All Tickets must be produced to gain admission.

T. F. HOUGH, Clerk of the Course.

Hongkong, 8th February, 1904.

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HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the RACE COURSE during the Race Days WITHOUT TICKETS which can be had on application to the Undersecretary between MONDAY, 15th and SATURDAY, 20th instant.

By Order,

T. F. HOUGH, Clerk of the Course.

Hongkong, 18th January, 1904.

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JAPAN'S NAVY.

A CHILD OF THE BRITISH FLEET.

At the present moment interest centres in the Navy of Japan. She has built a complete fleet since her struggle with China only nine years ago, and greatly improved her organisation, which was then good. All the armoured ships, except the Yakumo and Adzumo, were built in England, and many of the other ships are also of English origin. In fact, the Japanese Fleet has been largely moulded on the British model by British officers. It is the child of Great Britain. When the people first awoke to the meaning of sea-power, they realised that they were situated in the Far East much as Great Britain is in the Far West; that both countries must make their fleets their first line of defence. As far back as the seventies the British Admiralty was approached, with the result that a mission was sent out from England to lay the foundation of the naval organisation on which Japan has built. Vice-Admiral Sir Archibald (then Commander) Douglas and a number of other officers of the British Navy had a hand in this early work, and as recently to the Japanese Government as naval adviser, and latterly Captain E. T. C. Troubridge, R.N., has been attached to the British Legation at Tokio, and has no doubt given advice and assistance. These youngest children of civilisation chose the British Navy as their model, because they had faith in it, and in order that their future officers might see how English ships were managed a number of cadets were sent to sea in British men-of-war, and studied in the naval establishments of this country. Nothing that could be done to give the officers of the Japanese fleet an inside knowledge of British methods was omitted, and even to-day two Japanese officers are serving in British men-of-war, one in the Mars and the other in the Royal Sovereign.

During these years, when an experienced staff was laying the foundation of an organisation in Japan, and Japanese officers were at sea in British ships, a truer conception of these small but intelligent people was obtained. Subsequent experience has fully confirmed the high opinion formed in these early years. The officers are quick, good disciplinarians, and keenly devoted to the scientific side of warfare, including gunnery and the torpedo. The Japanese have always had a love of the sea, and this is reflected on board the modern fleet as surely as in the old days of quaint sailing ships. The men, like their officers, have shown courage, powers of endurance, and a high order of intelligence. Throughout the war with China, all the crews behaved admirably. The world rang with their prowess, and no doubt in any conflict in the future they will achieve yet greater distinction.

Appended is a complete list of the men-of-war which belong to this, the youngest of the Great Powers, and the ally in the Far East of Great Britain. All the first-class battleships and a large number of cruisers and torpedo craft have already been mobilised, and are at sea under the supreme command of Vice-Admiral Togo, Japan's "Fighting Admiral," as he is styled. The ships completed for sea since the Sino-Japanese War are indicated by an asterisk.

[List has been already given, so far as concerns chief fighting ships.—Ed., S. F. P.] Such is the fleet which Japan has at her command, almost all its more important units having been built since her struggle with China, and paid for largely out of the indemnity she then received. It will be seen that the country possesses twelve first-class modern armoured ships, six being battleships, and six large cruisers—in fact, battleships in disguise. Ten of these men-of-war were constructed in England, and only two abroad—one in Germany and the other in France. In torpedo craft Japan has a great numerical superiority over all the Powers represented in the Far East, and along the much-indented coasts of Korea, as well as in the protection of her own territory, she has ample scope for successful operations.

Probably no British officer has studied the Japanese fleet for so many years, and with such care, as Vice-Admiral Penrose Fitzgerald. He was with Lord Elgin in 1898 when the British Envoy presented the Shogun, the ruler at that time, with the first steam vessel possessed by Japan, a small yacht called the "Empress," which was a personal present from Queen Victoria. Admiral Fitzgerald also visited the country in later years—he was there in 1899—and his opinion of the personnel of the fleet has a peculiar interest, since it expresses the views of one who knows what efficient crews should be. First, referring to the war with China:

The blockade of Wei-Hai-Wei during a winter of Arctic severity showed a tenacity of purpose, a patriotic devotion to duty, and an utter disregard for hardships and fatigue which are unsurpassed in any naval records I have read. As an instance of the pluck and determination shown by the Japanese navy on this occasion, it may be mentioned that a lieutenant in command of one of the torpedo-boats was frozen to death at his post; and there were many other episodes during the war which showed with what heroic contempt for the terrible hardships of a winter campaign in North China the Japanese naval officers and men were animated. The pluck and hardihood are, no doubt, inherent in this race of these sturdy warriors; but all the dash, courage, and endurance in the world will not enable men to work modern warships and torpedo-boats without previous training and experience; and it was in recognising this fact that the Japanese statesmen showed a wisdom and foresight which could scarcely have been expected of men with their antecedents.

It has often been said that the Japanese are mere imitators of European methods; that they have no initiative, and can only imitate up to a certain point, at which they stop and go no further. It is quite possible that during the early stages of the development of the country, and the first contact with European ideas

and methods this may have been true; but that was before they understood the reasons for the numerous innovations they were asked to adopt. They copied first and found out the reason afterwards, which seems to be quite the right way to learn a new language—learn to speak first, and then study the grammar afterwards. However this may be, it is quite certain that they are now a long way past the imitative stage, and in some matters they appear to have improved upon the methods of their instructors.

With further reference to the personnel, Admiral Fitzgerald states: "The first thing that strikes one is the immense earnestness of officers and men, a determination to excel, regardless of trouble and in spite of occasional mishaps. There is no shilly-shallying, no dilatoriness, whatever they do they seem to do with all their hearts and as if they liked it. The pay of both officers and men is very small compared with that of other nations but they appear to be thoroughly well-contented."

Japan has built up her navy with the assistance of Great Britain, but to-day she stands alone. Before the war with China the fleet was regarded with some distrust by the majority of the people, but the prowess which officers and men then displayed raised enthusiasm for the fleet to a high point. The impatience which has been shown in Japan during the long-delayed negotiations is largely the outcome of this new pride in the navy; everyone in Japan believes that, even against so great a Power as Russia, officers and men will be able to give a good account of themselves. The training of the younger officers, in particular, in their warlike duties has been of the most thorough kind; they live for the navy, and all other interests are far away in the back ground. These products of the newest system of training feel that they have at their head officers, who, if they are not of their own high scientific standing, are experienced in the actual conditions of warfare, are no mean strategists and tacticians, and have had ample opportunities for handling great fleets.

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best. "THREE YEARS" guarantee given to every purchaser.

QUEEN'S ROAD, Watson's Building.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, 100 Per Annum. PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK. INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—1, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to: W. STUART HARRISON,

A.M. INST. C.E.

Manager. Hongkong, 2nd April, 1903.

Intimations.

OWNERS OF HOUSES situated in the Eastern Division of the City of Victoria and in the Eastern Division of Kowloon are hereby notified that under No. 5 of the Domestic Cleanliness and Ventilation By-laws any Domestic Building or part of such Building which is occupied by members of more than one family shall, unless specially exempted by the Board, be LIMEWASHED and CLEANSED throughout to the satisfaction of the Board during the months of JANUARY and FEBRUARY.

NOTE:—The Boundaries of the above Districts have been ALTERED and are now as follows:—THE EASTERN DIVISION OF THE CITY IS BOUNDED ON THE WEST BY GRAHAM STREET AND ENDICOTT STREET.

The Eastern Division of Kowloon is bounded on the West by Robinson Road and a Straight Line drawn from the North end thereof through the Yau Tei reservoir to the Northern boundary of Kowloon.

By Order, G. A. WOODCOCK, Secretary. Sanitary Board Office, 4th January, 1904.

JURY LIST 1904.

NOTICE is hereby given that PURSUANT TO THE PROVISIONS OF THE JURY CONSOLIDATION ORDINANCE, 1887, I have This Day caused to be posted, at the Chief Entrance to the Court House, a List of all Persons ascertained by me to be liable to serve as JURORS.

The said List will remain so posted until THURSDAY, 18th instant, in Order that any Person may apply by Notice in writing to me requiring that his Name or the Name of some other Person may be respectively either added to or struck off from the said List, upon cause to be duly assigned in such Notice.

ARATHOON SETH, Acting Registrar. Supreme Court House, Hongkong, 3rd February, 1904.

TO NEWSPAPER MEN.

FOR SALE.

AS a going concern "THE SHANGHAI DAILY PRESS," together with the Book-binding and General Printing Business carried on in connection therewith. For Particulars, apply to J. M. GUEDES, "Shanghai Daily Press" Office, Shanghai, 8th February, 1904.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory. In Bags of 25 lbs. net \$2.85 ex Factory. SHEWAN, TOMES & CO., General Managers. Hongkong, 15th August, 1903.

THE ROBINSON PIANO CO. LTD.

HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS AND BABY ORGANS GUARANTEED FOR CLIMATE.

THE NEWEST RAG TIME MUSIC and BOOKS.

VICTOR TALKING MACHINES

ABSOLUTE REPRODUCTION OF THE HUMAN VOICE

SHIPS PIANO PLAYERS \$450

CASH OR CREDIT

Hongkong, 6th January, 1904.

TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 50, Queen's Road, Central. Hongkong, 5th January, 1904.

Auction.

Action No. 143 of 1903.

IN THE SUPREME COURT OF HONGKONG. ORIGINAL JURISDICTION. PUBLIC AUCTION.

PURSUANT to an Order of the Supreme Court made in this Action and with the Approval of ARATHOON SETH, Esq., Acting Registrar, THE FOLLOWING VALUABLE LEASEHOLD PROPERTY, situate at WANCHAI to be Sold by PUBLIC AUCTION, TO-MORROW (SATURDAY), the 13th Day of February, 1904, at 12 o'clock Noon, on the Premises, by MESSRS. HUGHES & HOUGH, Auctioneers.

The Property is registered in the Land Office as Section D of Island Lot No. 429 with the Messuage and Buildings thereon known as No. 7, Albany Street and held from the Crown for the Residue of the Term of 99 years. Annual apportioned Crown Rent \$1483. For further Particulars and Conditions of Sale, apply to EWENS & HARSTON, Solicitors. Hongkong, 12th February, 1904.

Notice of Firm.

NOTICE.

NOTICE is hereby given that THE INTERNATIONAL BANKING CORPORATION have, as from the NINTH DAY OF FEBRUARY, 1904, taken over the Business of the EASTERN BRANCHES OF THE GUARANTY TRUST COMPANY OF NEW YORK being the Businesses carried on by the latter Company in HONGKONG, SHANGHAI and MANILA and that, as from the said NINTH DAY OF FEBRUARY, 1904, THE INTERNATIONAL BANKING CORPORATION will be responsible for and will duly meet and liquidate all the Outstanding Obligations of the Eastern Branches of the Guaranty Trust Company of New York, including the Branch Business heretofore carried on in Hongkong.

FOR THE INTERNATIONAL BANKING CORPORATION, CHAS. R. SCOTT, Manager.

FOR THE GUARANTY TRUST COMPANY OF NEW YORK, E. F. GROS, Manager. Hongkong, 8th February, 1904.

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES AFTERNOON TEA ROOMS.

PRIVATE BAR

BILLIARD ROOMS

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 22nd October, 1903.

To be Let.

TO LET,

NO. 6, BARROW TERRACE, KOWLOON. Available 1st March.

Apply to—THE SAM WANG CO., LD. Hongkong, 5th February, 1904.

TO LET,

GOOD FOR EUROPEAN OFFICES.

NOS. 38, 40, QUEEN'S ROAD CENTRAL, 1st, 2nd, 3rd and 4th Floors, above Messrs. Levy Hermanos.

Possession at the end of March, 1904. A Lift is to be constructed there.

Apply to—

KIN ON,

Agent,

No. 30, D'Almeida Street. Hongkong, 29th January, 1904.

F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS. 16, DES VOGES ROAD CENTRAL, HONGKONG. SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAUJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAINLE'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 17th December, 1903.

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAIITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA" Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 13th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 12th February, 1904.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1904
Olympia	2,837	A. Dixon	Feb. 13
Shawmut	9,606	W. M. Smith	Feb. 19
Tacoma	2,812	M. Ridley	Feb. 26
Victoria	3,501	J. Truebridge	Mar. 16
Tremont	9,606	T. W. Garlick	Mar. 23
Olympia	2,837	A. Dixon	April 27

Steamers marked (*) have no second-class passenger accommodation. The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents. Hongkong, 5th February, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd February, 1904, at 1 P.M., the Company's Steamship "YARRA" Captain Sellier, with Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 22nd instant, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. Hongkong, 11th February, 1904.

For Sale.

FOR SALE.

INCANDESCENT, Gasoline, Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge. Naphtha of the best kind kept in stock.

TAI KWONG CO. 16, Lyndhurst Terrace. Hongkong, 17th November, 1903.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "BORNEO" FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 6th February, 1904.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ANDALUSIA" Captain G. Schmidt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 15th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 8th February, 1904.

NORTHERN PACIFIC STEAMSHIP COMPANY. NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense. No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents. Hongkong, 8th February, 1904.

S.S. "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. Douro and Sidos, from Havre, ex s.s. Sidos and from Bordeaux, ex s.s. Ville de Marseille, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 5 P.M. TO-DAY, the 9th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 17th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 17th instant, or they will not be recognised. All damaged packages will be examined on WEDNESDAY, the 17th instant, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent. Hongkong, 6th February, 1904.

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"BAMBERG" Captain Milzoff, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 10th February, 1904.

Intimations.

A. S. WATSON & CO., LIMITED.

IMPORTERS OF HIGH-CLASS
SHERRY.

- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule ... \$12.00
- C. MANZANILLA, PALE NATURAL SHERRY, White Capsule ... 13.50
- CC. SUPERIOR OLD PALE DRY, NATURAL SHERRY, Red Seal Capsule ... 16.00
- D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule ... 18.00
- E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule 27.00
- B, C, and CC are excellent Dinner Wines. D and E are After-Dinner Wines of a very superior vintage. All are guaranteed pure Xeres Wines.

Samples bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 6th February, 1904.

TELEPHONE 50, 51, 52.
Cable Address: "WATSON," HONGKONG.
A. S. C. CODE, 4th Edition.

ESTABLISHED 1859

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.
COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN FOR AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

CARMICHAEL AND CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. C. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The Hongkong Dispensary, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

THE HONGKONG TELEGRAPH

HONGKONG, FRIDAY, FEBRUARY 12, 1904.

JAPAN'S SAILORS.

The recognised superiority of the sailors of Great Britain over those of other nations has often, and most probably with justice, been attributed to the situation of our island home. The earliest existing chronicles of our country mention that a large proportion of the English gained their livelihood as fishermen, traders or pirates—sometimes the three combined—and a good third of the total population, living within easy reach of the sea, was familiar with the ocean, knew and, probably, loved it in all its moods. Foreign historians have ever found explanation for the daring of our old-time adventurers, and the brilliant successes of our Navy in the proximity between our people and the waters of the deep. What has been written on this subject with regard to Britain may be said to apply with equal significance to Japan. The majority of the people in other countries, who, having never seen the sea and knowing it only from tales concerning vast expanses of water, of phenomenal depth and full of hidden terrors, which can be navigated for days, even weeks, without land being sighted, regard the ocean as something uncanny, dread the loneliness of its vast expanse and tremble at the description of its anger. As with our own people, there are few indeed of the inhabitants of the Island Empire that have never sighted the sea, since owing to the long and narrow formation of Japan they are nowhere more than forty miles from the waters that wash their shores. It may therefore be accepted that it is but a small minority of her people that are unfamiliar with the deep. It is claimed by the Japanese themselves that, as early as six centuries before the Christian era, they had literally well developed the art of navigation, although no very definite records exist on the subject. It is, however, well established that, during the fifteenth and sixteenth centuries, something like a regular navigation service connected Japan with the neighbouring countries, especially Korea and China, and that soon the scope of Japanese maritime enterprise expanded, and their ships began to cross to the South Seas, Siam, India, and even the American continent. Under the Tokugawa Shogunate all intercourse with foreign nations was sternly repressed, and Japanese maritime trade disappeared. As early as the second century of the Christian era the Empress Jingo invaded Korea, and about ten centuries later a great naval battle was fought between two Japanese clans—the Genji and the Heike. The invasion of Kyushu by Kublai Khan's armada, in the next century, is, perhaps, the most memorable event of foreign aggression that ever occurred in Japan within the period of authentic history. The annihilation of that armada by the Japanese was complete, and it marked a most important point in Japanese history. Towards the close of the same century Japan took the offensive against China, and several encounters occurred between Hideyoshi's fleet with that of Korea off the coast of the Peninsula. These and other events prove that the Japanese have more than a sentimental interest in Korea, and help to explain some of the events at the present time; and the previous experience of the race, as fighting navigators, may be considered to account in a good measure for the admirable pluck and seamanship displayed by sailors of Nippon at Port Arthur and Chemulpo.

LOCAL AND GENERAL.

At the Police Court this afternoon before Messrs. Sercombe-Smith, Gompertz and Kemp, A. Freeman, proprietor, and Patrick Taylor, a waiter in "The Land We Live In," were charged, with aiding and assisting a seaman and a stoker of H.M.S. *Cressy* to desert on the 31st inst. Mr. F. B. L. Bowley prosecuted and Mr. Hall Bruton appeared on behalf of the proprietor of the hotel. The case was adjourned.

By kind permission of Major Radcliff and officers of the Band of the 93rd Burma Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 to 9.30 p.m.

Music: "Who's that calling?" Ord House Overture, "La Reine d'un Jour" Adam Selection, "The Shop Girl" Ivan Cayll, "Mauro's Dance" Karoly Kay Selection, "Leslie Stuart's Song" Allan Valls, "Venetian Song" Busball, "Cake Walk" "Jolly Negroes" Berger, "God save the King."

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

RENTS are dear in Shanghai, says the *N. C. D. News*. There is no doubt of that. There is no doubt, either, that by the wage and salary earning classes, the costly rate of house-rent here is a matter that compels recognition.

READERS are reminded that Freer will appear for the last time in the Colony at the V. R. C. Rooms this evening when he will give the very best of his frivolities, including the "Farce Electricity." He was at Canton last evening, and we understand that a crowded house witnessed his performance.

A RETURN match will be played on Saturday by the Parsee C.C. against the A.O.C. on the ground of the former. The following will play for the Parsees: R. B. Cooper, (Captain), J. A. Gannon, I. M. Master, J. H. Kuttanjee, C. B. Mowbray, N. Bejonjee, D. R. Caprain, N. Mohi, J. Vasanja and M. D. Vania.

THE stout bough upon which the ladies of Hongkong thought they were leaning has proved to be a broken reed, H. E. the Officer Administering the Government having rejected their petition praying for the registration of domestic servants. This is a severe blow to housekeepers here, as their lot is really a hard one, the question of domestic economy being more than they can tackle under existing circumstances. It had always been fully understood that H. E. Mr. May was in favour of registration, and with him at the helm the ladies felt sure of having their petition granted. The *N. C. D. News* thinks that matters will be worse than ever as the servants get to know, as assuredly they must and will, that the petition has failed; they will be more insolent, lazy, and independent than ever, and the last state of mistresses will be worse than the first.

THE *Universal Gazette* states that reports current at Shanghai concerning the situation are of a most pessimistic character. It is said that exchange will be seriously affected within the next few days. The same paper gathers that with the exception of the Ministers of Russia and Japan and also of France, Russia's ally, the Ministers of the other powers, Great Britain, United States, Germany, Italy, Sweden, Norway, Denmark, Austria, etc. when they were informed that Russia proposed to station troops in Peking as some as hostilities have been declared with Japan, are paying special attention to this matter and have telegraphed the above information to their respective Governments for instructions. Three of the diplomatic corps have since been instructed by their Governments that, should Russia carry out her proposal, then they would do the same and despatch troops to China's capital.

TURF TOPIC.

"DAYBREAK" TO-DAY.

Very fast quarters were made by DAYBREAK to-day, leading to the 11 CLOS RE of several likely dark horses. The popular and jovial Mr. Marshall, of Amoy, who made his first appearance on the course, and is one of the owners who witnessed the training, was very much pleased with his DISCOVERY.

EARLY BIRD.

CRICKET.

The following is the League Table up to date:—

Clubs.	Played.	Won.	Lost.	Drawn.	Points.
A. O. C.	11	10	1	0	30
Civil Service	7	2	1	2	22
Craigengower	6	3	2	1	20
R. E.	9	5	4	0	15
H. K. C. C. "A"	4	6	0	0	12
H. M. S. <i>Tamar</i>	2	5	0	0	6
R. A. M. C.	4	7	1	4	3
Parsees	9	1	8	0	3

The following will represent the Craigengower Cricket Club in their match with the H.K. 'ricket Club Reverses on Saturday next: I. E. Lammer, R. Hase, A. O. Brown, J. D. Kinnaird, M. E. Asger, J. Craik, E. R. Heron, L. A. Rose, H. G. Austen, T. L. Cross, and R. Pesterji.

FOOTBALL.

On Saturday afternoon on the Happy Valley, the Hongkong Football Club will play H.M.S. *Cressy*, under Rugby rules. Kick-off at 4.15. The following will play for the Club:—H. Arthur, full back; H. A. Seith, T. F. Pearce, J. Thom, and A. N. Other, three-quarters; A. B. de Veulle, and R. A. Whitmore, halves; H. C. Sandford (Capt.), Lieut. Storer, H. E. Rowley, Lieut. Richard, Lieut. Rogers, Lieut. Duncan, W. A. Cooke, and C. H. K. Newman, forwards.

WESLEYAN GARRISON

AND NAVAL CHURCH BAZAAR

A bazaar in aid of the funds for the enlargement of this Garrison Church was held yesterday in the large hall of the Soldiers' and Sailors' Home, Arsenal Street. Mrs. May who had kindly promised to open the bazaar was not well enough to be present, and much regret was felt at her enforced absence. In the place of Mrs. May, whose genial presence is always so welcome, H. E. the Officer Administering the Government went to the rescue by opening the bazaar at half-past-two. There was a large attendance and by the close (9 p.m.) almost everything was sold. The proceeds of the sale amounted to over \$10,000 and dollars.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

THE WAR.

H.I.M. MITSU HITO'S

RESCRIPT.

Mr. M. Noma, Consul for Japan, kindly forwards to us a copy of the English translation of the full text of His Imperial Japanese Majesty's Rescript, which we publish as follows:—

WE, by the Grace of Heaven the Emperor of Japan, seated on the Throne occupied by the All-Saving Dynasty from time immemorial, do hereby make proclamation to all our loyal and brave subjects as follows:—

We hereby declare war against Russia, and we command our Army and Navy to carry on hostilities against that Empire with all their strength; and we also command all our competent authorities to make every effort, in pursuance of their duties, and in accordance with their powers, to attain the national aim with all the means within the limits of the law of nations. We have always deemed it essential to international relations, and made it our constant aim to promote the pacific progress of our Empire in civilization, to strengthen our friendly ties with other States, and to establish a state of things which will maintain enduring peace in the Extreme East, and assure the future security of our Dominion without injury to the rights and privileges of other Powers. Our competent authorities have also performed their duties in obedience to our will, so that our relations with the Powers have been steadily growing in cordiality.

It was thus entirely against our expectation that we have unhappily come to open hostilities against Russia. The integrity of Korea is a matter of constant concern to his Empire, not only because of our traditional relations with that country, but because the separate existence of Korea is essential to the safety of our realm. Nevertheless, Russia, in disregard of her solemn treaty pledges to China and her repeated assurances to other Powers, is still in occupation of Manchuria and already has consolidated and strengthened her hold upon these provinces, and is bent upon their final annexation. And since absorption of Manchuria by Russia would render it impossible to maintain the integrity of China, and would in addition compel abandonment of all hope for peace in the Extreme East, we determined in those circumstances to settle the questions by negotiation and to secure thereby permanent peace. With that object in view our competent authorities, by our order, made proposals to Russia and frequent conferences were held during the last six months. Russia, however, never met such proposals in a spirit of conciliation, but by her wanton delays put off the settlement of the question and by ostensibly advocating peace on the one hand, while she was, on the other, extending her naval and military preparations, sought to accomplish her own selfish designs.

We cannot in the least admit that Russia had from the first any serious or genuine desire for peace. She has rejected the proposals of our government; the safety of Korea is in danger; the cherished interests of our Empire are menaced. The guarantees for the future, which we have failed to secure by peaceful negotiations, we can now only seek by a brave appeal to arms. It is our earnest wish that by the loyalty and valour of our faithful subjects peace may soon be permanently restored and the glory of our Empire preserved.

PROCLAMATION.

ENGLAND'S NEUTRALITY.

The following Hongkong Government Gazette, Extraordinary, was published this morning:—

No. 1.

[S.] FRANCIS HENRY MAY,

Officer Administering the Government.

By His Excellency FRANCIS HENRY MAY,

Companion of the Most Distinguished Order of Saint Michael and Saint George, Officer Administering the Government, and Commander-in-Chief of the Colony of Hongkong and its Dependencies, and Vice-Admiral of the same.

Whereas the Right Honourable ALFRED LYTTELTON, His Majesty's Principal Secretary of State for the Colonies, has informed the Government of this Colony that War has unhappily broken out and is existing between the Empire of Japan and the Empire of Russia, and has communicated His Majesty's commands that all His subjects shall observe a strict neutrality in and during the said War, and shall abstain from violating or contravening either the Laws and Statutes of the Realm in that behalf or the Law of Nations in relation thereto as they will answer to the contrary at their peril:

And whereas in and by a certain Statute made and passed in a Session of Parliament holden in the 33rd and 34th year of the reign of Her late Majesty Queen Victoria intituled "An Act to regulate the Conduct of His Majesty's Subjects during the Existence of Hostilities between Foreign States with which Her Majesty is at Peace," it is amongst other things declared and enacted as follows:—

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

If any person, without the licence of Her Majesty, being a British subject, within or without Her Majesty's dominions, accepts or agrees to accept any commission or engagement in the Military or Naval service of any foreign State at war with any foreign State at peace with Her Majesty and in this Act referred to as a friendly State, or whether a British subject or not, within Her Majesty's dominions, induces any other person to accept or agree to accept any commission or engagement in the Military or Naval service of any such foreign State as aforesaid,—

"He shall be guilty of an offence against this Act, and shall be punishable by fine and imprisonment, or either of such punishments, at the discretion of the Court before which the offender is convicted; and imprisonment, if awarded, may be either with or without hard labour."

"If any person, without the licence of Her Majesty, being a British subject, quits or goes on board any ship with a view of quitting Her Majesty's dominions, with intent to accept any commission or engagement in the Military or Naval service of any foreign State at war with a friendly State, or whether a British subject or not, within Her Majesty's dominions, induces any other person to quit or go on board any ship with a view of quitting Her Majesty's dominions, with the like intent,—

"He shall be guilty of an offence against this Act, and shall be punishable by fine and imprisonment, or either of such punishments, at the discretion of the Court before which the offender is convicted; and imprisonment, if awarded, may be either with or without hard labour."

"If any person induces any other person to quit Her Majesty's dominions, or to embark on any ship within Her Majesty's dominions, under a misrepresentation or false representation of the service in which such person is to be engaged, with the intent or in order that such person may accept or agree to accept any commission or engagement in the Military or Naval service of any foreign State at war with a friendly State,—

"He shall be guilty of an offence against this Act, and shall be punishable by fine and imprisonment, or either of such punishments, at the discretion of the Court before which the offender is convicted; and imprisonment, if awarded, may be either with or without hard labour."

"If the master or owner of any ship, without the licence of Her Majesty, knowingly either takes on board, or engages to take on board, or has on board such ship within Her Majesty's dominions any of the following persons, in the Act referred to as illegals, persons, that is to say:—

"(1.) Any person who, being a British subject, within or without the dominions of Her Majesty, accepted or agreed to accept any commission or engagement in the Military or Naval service of any foreign State at war with any friendly State:

"(2.) Any person, being a British subject, who, without the licence of Her Majesty, is about to quit Her Majesty's dominions with intent to accept any commission or engagement in the Military or Naval service of any foreign State at war with a friendly State:

"(3.) Any person who has been induced to embark under a misrepresentation or false representation of the service in which such person is to be engaged, with the intent or in order that such person may accept or agree to accept any commission or engagement in the Military or Naval service of any foreign State at war with a friendly State:

"Such master or owner shall be guilty of an offence against this Act, and the following consequences shall ensue, that is to say:—

"(1.) The offender shall be punishable by fine and imprisonment, or either of such punishments, at the discretion of the Court before which the offender is convicted; and imprisonment, if awarded, may be either with or without hard labour; and

"(2.) Such ship shall be detained until the trial and conviction or acquittal of the master or owner, and until all penalties inflicted on the master or owner have been paid, or the master or owner has given security for the payment of such penalties to the satisfaction of two Justices of the Peace; or other Magistrate or Magistrates having the authority of two Justices of the Peace; and

"(3.) All illegally enlisted persons shall, immediately on the discovery of the offence, be taken on shore, and shall not be allowed to return to the ship."

"*Illegal Shipbuilding and Illegal Expeditions.*"

"If any person, within Her Majesty's dominions, without the licence of Her Majesty, does any of the following acts, that is to say:—

"(1.) Builds, or causes to build, or causes to be built, any ship with intent or knowledge, or having reasonable cause to believe that the same shall or will be employed in the Military or Naval service of any foreign State at war with any friendly State; or

"(2.) Issues or delivers any commission for any ship with intent or knowledge or having reasonable cause to believe that the same shall or will be employed in the military or naval service of any foreign State at war with any friendly State; or

"(3.) Equips any ship with intent or knowledge, or having reasonable cause to believe that the same shall or will be employed in the Military or Naval service of any foreign State at war with any friendly State; or

"(4.) Dispatches, or causes or allows to be dispatched, any ship with intent or knowledge, or having reasonable cause to believe that the same shall or will be employed in the Military or Naval service of any foreign State at war with any friendly State:—

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

punishments, at the discretion of the Court before which the offender is convicted; and imprisonment, if awarded, may be either with or without hard labour."

"(5.) The ship in respect of which any offence is committed and her equipment shall be forfeited to Her Majesty."

"Provided, that a person building, causing to be built, or equipping a ship in any of the cases aforesaid, in pursuance of a contract made before the commencement of such war as aforesaid, shall not be liable to any of the penalties imposed by this section in respect of such building or equipping if he satisfies the conditions following, that is to say:—

"(1.) If forthwith upon a Proclamation of Neutrality being issued by Her Majesty he gives notice to the Secretary of State that he is building, causing to be built, or equipping such ship, and furnishes such particulars of the contract and of any matters relating to, or done, or to be done under the contract as may be required by the Secretary of State;

"(2.) If he gives such security, and takes and permits to be taken such other measures, if any, as the Secretary of State may prescribe for insuring that such ship shall not be dispatched, delivered, or removed without the licence of Her Majesty, until the termination of such war as aforesaid."

"Where any ship is built by order of, or on behalf of any foreign State when at war with a friendly State, or is delivered to or to the order of such foreign State, or any person who is an agent of such foreign State, or is paid for by such foreign State or such agent, and is employed in the Military or Naval service of such foreign State, such ship shall, until the contrary is proved, be deemed to have been built with a view to being so employed, and the burden shall lie on the builder of such ship of proving that he did not know that the ship was intended to be so employed in the Military or Naval service of such foreign State."

"If any person within the dominions of Her Majesty, and without the licence of Her Majesty,—

"By adding to the number of the guns, or by changing those on board for other guns, or by the addition of any equipment for war, increases or augments, or procures to be increased or augmented, or is knowingly concerned in increasing or augmenting the warlike force of any ship which at the time of her being within the dominions of Her Majesty was a ship in the Military or Naval service of any foreign State at war with any friendly State,—

"Such person shall be guilty of an offence against this Act, and shall be punishable by fine and imprisonment, or either of such punishments, at the discretion of the Court before which the offender is convicted; and imprisonment, if awarded, may be either with or without hard labour."

"If any person, within the limits of Her Majesty's dominions, and without the licence of Her Majesty,—

"Prepares or fits out any Naval or Military expedition to proceed against the dominions of any friendly State, the following consequences shall ensue:—

"(1.) Every person engaged in such preparation or fitting out, or assisting therein, or employed in any capacity in such expedition, shall be guilty of an offence against this Act, and shall be punishable by fine and imprisonment, or either of such punishments, at the discretion of the Court before which the offender is convicted; and imprisonment, if awarded, may be either with or without hard labour."

"(2.) All ships and their equipment, and all arms and ammunitions of war, used in or forming part of such expedition, shall be forfeited to Her Majesty."

"Any person who aids, abets, counsels, or procures the commission of any offence against this Act shall be liable to be tried and punished as a principal offender."

"And whereas by the said Act it is further provided that ships built, commissioned, equipped, or dispatched in contravention of the said Act may be condemned and forfeited by Judgment of the Court of Admiralty; and that if the Secretary of State or chief executive authority is satisfied that there is a reasonable and probable cause for believing that a ship within His Majesty's dominions has been or is being built, commissioned, or equipped contrary to the said Act, and is about to be taken beyond the limits of such dominions, or that a ship is about to be dispatched contrary to the Act, such Secretary of State, or chief executive authority, shall have power to issue a warrant authorizing the seizure and search of such ship and her detention until she has been either condemned or released by process of law: And whereas certain powers of seizure and detention are conferred by the said Act on certain local authorities:—

Now, in order that none of His Majesty's subjects in this Colony may unwarily render themselves liable to the penalties imposed by the said Statute, I do hereby warn all persons whatsoever within this Colony not to commit any act, matter, or thing whatsoever contrary to the provisions of the said Statute, upon pain of the several penalties by the Statute imposed."

And I do, hereby, give notice that His Majesty has been pleased to direct that during the continuance of the present state of war, the following Rules shall be put in force in this Colony and shall be obeyed by all persons namely:—

1. During the continuance of the present state of war, all ships of war of either belligerent are prohibited from making use of any port or roadstead in the United Kingdom, the Isle of Man, or the Channel Islands, or of any of His Majesty's dominions beyond the sea, or of any waters subject to the territorial jurisdiction of the British Crown, as a station or place of resort, for any warlike purpose, or for the purpose of obtaining any facilities for warlike equipment; and no ship of war of either belligerent shall hereafter be permitted to sail out of, or leave any port, roadstead, or waters subject to the territorial jurisdiction of the British Crown, as a station or place of resort, for any warlike purpose, or for the purpose of obtaining any facilities for warlike equipment; and no ship of war of either belligerent shall hereafter be permitted to sail out of, or leave any port, roadstead, or waters subject to the territorial jurisdiction of the British Crown, as a station or place of resort, for any warlike purpose, or for the purpose of obtaining any facilities for warlike equipment; and no ship of war of either belligerent shall hereafter be permitted to sail out of, or leave any port, roadstead, or waters subject to the territorial jurisdiction of the British Crown, as a station or place of resort, for any warlike purpose, or for the purpose of obtaining any facilities for warlike equipment; and no ship of war of either belligerent shall hereafter be permitted to sail out of, or leave any port, roadstead, or waters subject to the territorial jurisdiction of the British Crown, as a station or place of resort, for any warlike purpose, or for the purpose of obtaining any facilities for warlike equipment; and no ship of war of either belligerent shall hereafter be permitted to sail out of, or leave any port, roadstead, or waters subject to the territorial jurisdiction of the British Crown, as a station or place of resort, for any warlike purpose, or for the purpose of obtaining any facilities for warlike equipment; and no ship of war of either belligerent shall hereafter be permitted to sail out of, or leave any port, roadstead, or waters subject to the territorial jurisdiction of the British Crown, as a station or place of resort, for any warlike purpose, or for the purpose of obtaining any facilities for warlike equipment; and no ship of war of either belligerent shall hereafter be permitted to sail out of, or leave any port, roadstead, or waters subject to the territorial jurisdiction of the British Crown, as a station or place of resort, for any warlike purpose, or for the purpose of obtaining any facilities for warlike equipment; and no ship of war of either belligerent shall hereafter be permitted to sail out of, or leave any port, roadstead, or waters subject to the territorial jurisdiction of the British Crown, as a station or place of resort, for any warlike purpose, or for the purpose of obtaining any facilities for warlike equipment; and no ship of war of either belligerent shall hereafter be permitted to sail out of, or leave any port, roadstead, or waters subject to the territorial jurisdiction of the British Crown, as a station or place of resort, for any warlike purpose, or for the purpose of obtaining any facilities for warlike equipment; and no ship of war of either belligerent shall hereafter be permitted to sail out of, or leave any port, roadstead, or waters subject to the territorial jurisdiction of the British Crown, as a station or place of resort, for any warlike purpose, or for the purpose of obtaining any facilities for warlike equipment; and no ship of war of either belligerent shall hereafter be permitted to sail out of, or leave any port, roadstead, or waters subject to the territorial jurisdiction of the British Crown, as a station or place of resort, for any warlike purpose, or for the purpose of obtaining any facilities for warlike equipment; and no ship of war of either belligerent shall hereafter be permitted to sail out of, or leave any port, roadstead, or waters subject to the territorial jurisdiction of the British Crown, as a station or place of resort, for any warlike purpose, or for the purpose of obtaining any facilities for warlike equipment; and no ship of war of either belligerent shall hereafter be permitted to sail out of, or leave any port, roadstead, or waters subject to the territorial jurisdiction of the British Crown, as a station or place of resort, for any warlike purpose, or for the purpose of obtaining any facilities for warlike equipment; and no ship of war of either belligerent shall hereafter be permitted to sail out of, or leave any port, roadstead, or waters subject to the territorial jurisdiction of the British Crown, as a station or place of resort, for any warlike purpose, or for the purpose of obtaining any facilities for

to British jurisdiction, from which any vessel of the other belligerent (whether the same shall be a ship of war or a merchant ship) shall have previously departed, until after the expiration of at least twenty-four hours from the departure of such last-mentioned vessel beyond the territorial jurisdiction of His Majesty.

2. If any ship of war of either belligerent shall, after the time when this Order shall be first notified and put in force in the United Kingdom, the Isle of Man, and the Channel Islands and in His Majesty's dominions beyond the seas, respectively, enter any port, roadstead, or waters belonging to His Majesty, either in the United Kingdom, the Isle of Man, or the Channel Islands, or in any of His Majesty's dominions beyond the seas, such vessel shall be required to depart and to put to sea within twenty-four hours after her entrance into such port, roadstead, or waters, except in case of stress of weather, or of her requiring provisions or things necessary for the subsistence of her crew, or repairs in either of which cases the authorities of the port, or of the nearest port (as the case may be), shall require her to put to sea as soon as possible after the expiration of such period of twenty-four hours, without permitting her to take in supplies beyond what may be necessary for her immediate use; and no such vessel which may have been allowed to remain within British waters for the purpose of repair shall continue in any such port, roadstead, or waters, for a longer period than twenty-four hours after her necessary repairs shall have been completed. Provided, nevertheless, that in all cases in which there shall be any vessel (whether ship of war or merchant ship) of the said belligerent parties in the said port, roadstead, or waters within the territorial jurisdiction of His Majesty, there shall be an interval of not less than twenty-four hours between the departure therefrom of any such vessel (whether a ship of war or merchant ship) of the one belligerent, and the subsequent departure therefrom of any ship of war of the other belligerent; and the time hereby limited for the departure of such ships of war in respectively shall always, in case of necessity be extended as far as may be requisite for giving effect to this proviso, but no further or otherwise.

3. No ship of war of either belligerent shall hereafter be permitted, while in any port, roadstead, or waters subject to the territorial jurisdiction of His Majesty, to take in any supplies, except provisions and such other things as may be requisite for the subsistence of her crew, and except so much coal only as may be sufficient to carry such vessel to the nearest port of her own country, or to some nearer destination, and no coal shall again be supplied to any such ship of war in the same or any other port, roadstead, or waters subject to the territorial jurisdiction of His Majesty, without special permission, until after the expiration of three months from the time when such coal may have been last supplied to her within British waters as aforesaid.

4. Armed ships of either party are interdicted from carrying prizes made by them into the ports, harbours, roadsteads, or waters of the United Kingdom, the Isle of Man, the Channel Islands, or any of His Majesty's dominions beyond the seas.

By His Excellency the Commander,
A. M. THOMSON,
Acting Colonial Secretary.
GOD SAVE THE KING.

THE FIGHT AT CHEMULPO.

FURTHER DETAILS.
We are indebted to the courtesy of the Naval Authorities for communication of the following telegram, received from Admiral Sir Cyprian Bridge at 6.30 yesterday evening:—"H.M.S. *Talbot*, S.M.S. *Elba* and the French second-class cruiser *Pascal* have on board the crews of the *Varyag* and the *Koriet*. One hundred and fifty of them, many wounded, are on board H.M.S. *Talbot*. I have ordered that the wounded Russians on the *Talbot* are not to be handed over to anyone except at their own request or by my orders."

JAPANESE CRUISERS ACTIVE.

News has also been received that the Japanese cruiser squadron has been actively scouring the sea in search of Russian vessels and mention is made of the capture of the cruiser *Rosita*, the *Nikaterinof* of the Volunteer Fleet, the *Mukden* and the *Argon* of the Chinese Eastern Railway Co., and the *Alexander* of Pacific Whaling and Fishery Co.'s fleet. This news, however, lacks confirmation.

The *Rosita* is a four-funnelled armoured cruiser; one of the biggest afloat, with a displacement, 12,130 tons; length, 480ft.; beam, 68ft.; draught, 26ft.; i.h.p., 14,500; Belleville boilers; built at St. Petersburg; launched 1896; completed 1898. Armament: four 8-inch guns, sixteen 6-inch guns, twelve 3-inch guns, thirty-six small quick-firing and machine guns; five torpedo tubes; speed, 20 knots; complement, 725. She is a sister ship to the *Rurik*.

The *Nikaterinof* is a three-deck, steel, twin screw steamer of the Russian Volunteer Fleet Association, used as an auxiliary cruiser. Displacement, 10,500 tons; length, 440ft.; beam, 49ft.; draught, 24ft.; i.h.p., 3,200; built in 1896 by Hawthorn, Leslie and Co. Ltd., Newcastle; speed, 12 knots; registered at Odessa under the Russian flag.

The *Mukden* is a steel screw steamer of the Chinese Eastern Railway Company's fleet, registered tonnage, 2,119; A.L. Lloyd's, built in 1901 at Roskoff, registered at Vladivostok under the Russian flag.

The *Argon* is a steel, twin-screw steamer of the Chinese Eastern Railway Company's fleet, registered tonnage, 2,119; A.L. Lloyd's, built in 1901 at Roskoff, registered at Vladivostok under the Russian flag.

The *Alexander* is a one-deck, steel, screw steamer of 261 registered tonnage of the Pacific Whaling and Fishery Joint-Stock Company, of Count H.H. Keyserling and Co., 100 Ar. at Lloyd's; built by J. Shearing and Co., of Glasgow, in 1900; registered at Vladivostok under the Russian flag.

FRENCH MAIL.

We understand that the Messageries Maritimes s.s. *Yarra*, which is due to leave here for Europe on the 23rd inst., will not take any saloon passengers from Hongkong owing to all the cabins being engaged. We learn from the North that Baron Rosen, the Russian Ambassador at Tokio, who left Yokohama on the steamer to-day, engaged no less than fifteen cabins.

TELEGRAMS TO THE NORTH.

The whole cable traffic between Hongkong and Shanghai, which, at present, is abnormally heavy, being thrown on to the Great Northern Telegraph Company's cable in consequence of the interruption of the Eastern Extension Company's cable between Hongkong and Foochow, there is heavy delay on the above telegrams. Mr. Olaf Nielsen notifies that during interruption of the Sharp Peak-Formosa cable, the only available route for Formosa telegrams is via Great Northern Nagasaki cables at rate of \$1.40 per word.

THE CHINESE FORCES IN THE NORTH.

According to data received from reliable sources in the North, there is reason to believe that in Heilongjiang province (Amur or Northern Manchuria) the Chinese Government has about 1,500 well-armed fighting men who have seen more or less active service. One-half of whom are mounted troops. In Kirin province or Central Manchuria are 8,000 good troops who can be relied upon and who are all well-armed, while in Lower Manchuria, or eastern province, there are only 5,000 modern-armed troops, or a total of only 24,000 well-armed and reliable troops in the whole of Manchuria. Besides the above there are what are called "Tuan-hen" or militia-men, who occupy the villages and country round about. These there are no less than 40,000. More than one-half possess serviceable rifles and enough ammunition for a year. These arms are hidden away from the sight of the Russians who are only allowed to see a number of old muskets of the "Brown Bess" pattern, when a demand for hidden arms is made on the Chinese. As a matter of fact there are plenty of good firearms of modern pattern in Manchuria which will be taken out of their hiding-places when the time of action approaches. As witness the mounted bandits who one day appear fully armed against Russian patrols and on the next seem to be innocent and harmless hired men working in the farms. So bitterly are the Russians hated that the moment Japanese armies enter Manchuria the population will rise en masse against their Muscovite taskmasters and welcome the Japanese with open arms. In Chihli, under General Ma Yu-kun, Commander-in-Chief of that province, there are at least 3,000 reliable troops amongst whose officers there are said to be no less than one hundred and thirty Japanese of all ranks and allied like Chinese officers. Viceroy Yuan Shih-k'ai has under him now something like 50,000 troops of all arms. Of this number 15,000 were raised at the time Russia failed to evacuate Manchuria according to treaty, while 20,000 more are being recruited in Shantung, Honan, and the Liangkang provinces and may be expected in Chihli province by the end of March next. Viceroy Yuan Shih-k'ai is said to have enough ammunition for one year for all of the troops enumerated above, and at a pinch can similarly arm and provide the necessary ammunition for another 20,000 men. Taking the whole into account, in the event of war, China has about 100,000 well-armed men in the North, which if judiciously used will be able to assist Japan materially in Manchuria.—(N. C. D. News.)

The C. E. R. S. *Manchuria* left Shanghai on 7th inst. for Dalny with all her five boilers at work and a full supply of coal in her bunkers. With her full boiler power she can make 20 knots, and there are few men-of-war that can catch her.

From the *Chefoo Express* of the 30th ult., we learn that there were 25 war correspondents at Port Arthur.

The larger part of the U. S. naval squadron is expected at Chefoo this month.

The Russian fleet at Port Arthur at the end of last month comprised 8 battleships, 5 cruisers, 31 smaller craft, and a number of Volunteer ships.

It is rumoured, says the *Yorodzu*, that in case war is declared Marquis Yamagata and Viscount Admiral Kabayama will be appointed Commanders-in-Chief of the Army and Navy respectively.

The journalists of Shimonoseki and Meiji have sent in a joint petition to the Kokura Court for permission to purchase the camera, which was taken from Mr. J. London, the American war correspondent. The journalists intend to restore the apparatus to Mr. London as a token of their sympathy and regret that such an unpleasant incident should have taken place.

Mr. Bennett Burleigh, correspondent of the *Daily Telegraph*, left Tokio for Korea yesterday evening.

A *Yiti* telegram says the Russian authorities have placed a contract with Messrs. Clarkson & Co. at Port Arthur for 20,000 tons of Kaiping coal, the shipment of which was to be commenced on 2nd inst. at Ching-wang-tao. The Russian authorities have also been negotiating for the purchase of 30,000 tons more, and this is expected to be shipped in a few days. Messrs. Clarkson & Co. are said to be purchasing some 20,000 tons of Japanese coal stored by Messrs. Bush Brothers at Newchwang.

SHIPPING AND MAILS.

MAILS DUE.

English (*Balbarat*) 13th inst.
Canadian (*Empress of Japan*) 15th inst.
Indian (*Namsang*) 16th inst.
German (*Gera*) 16th inst.
German (*Roon*) 18th inst.
American (*Korea*) 1st prox.
American (*Gaelic*) 1st prox.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Kobe at 4.30 p.m., on 10th inst., and left again at 11 p.m., same day, via Nagasaki for Shanghai where she is due to arrive at midnight on 14th inst.

The Silk ex C. P. R. Co.'s s.s. *Empress of China* which left Hongkong on 13th ult., and Yokohama on 22nd ult., arrived at New York on 11th inst., thus making a transit of 29 days from Hongkong and 30 days from Yokohama.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

HALL & HOLTZ'S PREMISES

DESTROYED BY FIRE.

(From a Correspondent.)

SHANGHAI, 11th February.
5.40 p.m.

The premises of Messrs. Hall and Holtz, Limited, upholsterers and general merchants, have been completely gutted by fire.

(Reuter's.)

The War.

LONDON, 10th February.
A Paris telegram from St. Petersburg says that the *Pallada* has been sunk and the *Retvisan* and *Tsarevitch* seriously damaged.

The United States and the War.
Mr. Hay has addressed a Note to the Powers asking if they are willing to join in a notice to Russia and Japan that, during hostilities and thereafter, the neutrality and integrity of China must be recognised.

The War.

France has assumed the protection of Russians in Japan.

Patriotic demonstrations took place in St. Petersburg and elsewhere in Russia on Tuesday, but yesterday's news from Port Arthur caused an immense sensation and the populace was amazed at Japan attacking Russia before declaring war. The streets of St. Petersburg were thronged with an excited crowd and a Court ball was abandoned.

(Japanese Exchange.)

England's Attitude.

LONDON, 3rd February.
The *Times* believes that the military element is vetting the upper hand in St. Petersburg. The Russian semi-official organs have announced that the Russian fleet at Vladivostok have made arrangement for departure from that port. All inflammable material has been removed from the decks of the vessels.

The English press urges the Government to assume a strong attitude in view of protecting the interests of Great Britain and Japan.

Strong Attitude of U. S.

LONDON, 3rd February.
A Washington despatch states that the American Government have forwarded a Note to Russia, insisting that the integrity of China shall be maintained, and asking when the evacuation of Manchuria will be carried out.

The Port Arthur Squadron.
EXCITEMENT IN COREA.
Chefoo, 3rd February.
Six battleships, six cruisers and two torpedo tenders left Port Arthur this morning. Their destination is unknown.

Seoul, 4th February.
The Korean Court is astounded at the news to the effect that 7,000 (or 8,000) Russian soldiers left Port Arthur recently for the Yalu and that the Russian squadron at the same time left the port.

Chemulpo, 4th February.
A certain quarter in Chemulpo has received a report that the Russian squadron at Port Arthur left for Chemulpo yesterday evening, and considerable excitement has consequently ensued.

Chemulpo, 4th February.
6,000 Russians, who left for the Yalu, are gradually coming to Korean territory, crossing over the river. The Russian squadron at Port Arthur left for Chemulpo yesterday. The Russian warships have not arrived here yet; but it is expected that Seoul and Chemulpo will be blockaded by the Russians immediately war breaks out.

Seoul, 4th February.
Six companies of Russian soldiers who have been stationed at Liaoyang have left for the Yalu and the Russian squadron is escorting transports carrying troops. It is suspected that the Russian soldiers employed by Corea under a secret treaty are on board these transports.

The condition of affairs in Seoul is considerably disturbed. The Russian authorities are busy exchanging calls with the Court officials and their movements are occasioning much remark.

(N. C. D. News.)

Japanese Ministers in Council.
TOKIO, 6th February.
There has been an extraordinary meeting of the Cabinet to-day lasting five hours.

Before the meeting, the Premier and the Ministers of War and the Navy conferred with the Presidents of the Military and Naval Staffs, who were subsequently received in audience by the Emperor.

The local Governors have been summoned to come to the capital on the 10th instant.

Alarums and Excursions in Corea.

TOKIO, 6th February.
The Korean Court is in a state of considerable perturbation. The Emperor's bodyguard has been increased, the palace gates are fortified, and soldiers are patrolling the streets.

The natives of Seoul are preparing for flight.

The Recall of Mr. Kurino.

TOKIO, 6th February.
(Delayed in Japan.)
Mr. Kurino, Japanese Minister to Russia, takes the Berlin route.

The Departure of Baron Rosen.

Kobe, February 7th.
Baron Rosen leaves on the 12th instant, after being received in audience by the Emperor on the 11th.

The Rescue of the Japanese Colony at Vladivostok.

Kobe, February 7th.
The steamer *Afridi*, chartered by the N.Y.K., has arrived at Tsuruga, on the north coast of Japan, with three thousand Japanese from Vladivostok.

War News from Newchwang.

Tientsin, February 7th.

The Russian Legation Guard at Peking.

Tientsin, February 7th.
Fifty Russians proceeded to Peking to-day from Chinchow.

Japan's Manifesto.

TOKIO, 7th February.
The Japanese Government is now taking independent action; the reason why Japan does so ought to be fully known to Russia.

Baron Rosen called on Baron Komura this afternoon; but this does not imply the receipt of the Russian answer.

Since the presentation of her final warning on the 13th of January, Japan has made six demands on Russia for a prompt answer, but in vain.

The arrival or non-arrival now of Russia's reply cannot affect Japan's attitude, especially after Russia's insincerity, which is fully borne out by the large force of Russian troops now pressing on to the Korean border.

It is only left for Japan now to safeguard her proper rights and interests, and to accept Russia's challenge boldly and manfully.

Peking.

Tientsin, 8th February.
A Russian force is reported to be at Kalgan. Chinese troops are flocking to Peking.

There is great excitement amongst the Chinese.

The Japanese Legation is preparing to receive reinforcements.

The movements of the Court suggest that the Empress Dowager is mediating flight.

(N. D. Lloyd.)

Russia and Japan.
RUSSIA'S NOTE.
Berlin, 6th February.

Russian Commercial Telegraph Bureau in Berlin reports that Baron Rosen, the Russian Minister at Tokio, received to-day from Viceroy Alexieff the Russian Note and all instructions in regard to its delivery to the Japanese Government. The note is couched in the most peaceful terms. It is expected that it will be delivered to-day in Tokio. Strong hope prevails in St. Petersburg that Japan will accept the conditions contained therein.

Trouble in South-west Africa.
The Hereros have murdered Mr. Ganzhorn and Mr. Lutsch, two Government officials.

Sale of Consols.
Russia has sold to a consortium seventy millions three per-cent consols.

COMMERCIAL.
The week's Quotations close as follows:—

Banks \$340 s. 6d.
Hongkong Bank \$305 b.
H. C. and M. Steamships \$283 s.
Douglas \$35 s.
Indos \$84 s.
China Sugars \$106 b.
Docks \$207 b.
Wharves \$95 b.
Farnham \$130
Hongkong Land \$150 s.
Hongkong Hotels \$146 s.
Humphreys Estate \$106 s.
Lau-kung-mow \$37 s.
Green Islands \$25 s.
A. S. Watson \$14 s.
Ropes \$135 ex div. s.
Ices \$228 ex div. s.
Tebrun \$1 s.
China Provident \$9 s.
Watkins \$7 s. 6d.

Shanghai advices, dated 8th inst., report business done:—Shanghai Tugs at Tls. 44 "Pref." and Tls. 47 "Ord." Indo-China at Tls. 58/59/58 for March, and Tls. 59/60 for April. Farnham Boyds at Tls. 127 1/2 cash, Tls. 128 1/2 for February and Tls. 130 for March. Maatschappij at Tls. 300/305/302 1/2/300 cash, Tls. 310 for March and Tls. 315/311 1/2/312 1/2 for April. Gas Co. at Tls. 124 1/2. Hall and Holtz at \$33.

SHANGHAI SHARE REPORT.

The following résumé of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report, published on the 6th February.

The alternate hopes and fears of peace or war are influencing prices especially so in Indo-China, which have risen over 10 per cent. since the opening of the year, owing to rumours that important charters have been made with the Japanese Government. Langkats are firmer for cash and time in anticipation of the annual report. Farnham's are quieter at the close, but there is little doing in other stocks. Money is easier among the natives, but they are unwilling lenders on shares as security. London exchange is quoted to-day 2/6 1/2. Consols 188 1/2. From Hongkong the rate charged for 3 days' paper is unchanged from last week's rate 7 1/4. From this to Hongkong 7 1/4 is quoted.

Wharves—Shanghai and Hongkew Wharf shares are reported sold at Tls. 198 1/2 for this month's settlement and at Tls. 202 1/2 for March. There are buyers for cash at Tls. 200.

Shipping—Indo-China have steadily improved during the week and cash transactions have been done at Tls. 51 1/2, Tls. 53 and Tls. 55. For March sales at Tls. 53 1/2, Tls. 54 1/2, Tls. 55 1/2, Tls. 56 1/2 are announced. April at Tls. 56 and May at Tls. 58 1/2. Douglas Steamships have improved in Hongkong to \$12 1/2. Shells have changed hands at \$13.30. Tug and Lighters have been sold at Tls. 46 for ordinary and Tls. 43 1/2 for preference shares.

Docks—Farnham Boyds have changed hands at Tls. 126 for cash and settlement at Tls. 127. For March Tls. 130, 128. April sales are published at Tls. 131, 132, Tls. 132, 131, Tls. 131, Tls. 130, 130. A speculative sale has been reported for July at Tls. 132, but not many dealers were to operate so far forward. Hongkong have buyers at \$200.

Mining—Chinese Engineering and Mining shares have changed ownership at Tls. 6.50 and are wanted.

Tobacco—The Sumatra Tobacco Co. has declared a final dividend of 15 per cent. making in all 30 per cent. for last year. Shares have had attention at Tls. 52. Langkats cash transactions are reported at Tls. 29 1/2, Tls. 29 1/2, Tls. 29 1/2, 300 and Tls. 305. For March sales at Tls. 305, Tls. 310, Tls. 312 1/2, 315, 317 1/2, 318 1/2, 320 are recorded. For April Tls. 312 1/2, Tls. 320, 322 1/2 and May at Tls. 327. The fortnightly returns give the out-put of oil as 84,000 galls; in tanks 130,000 galls; Kerosene made 82,000 cases, shipped 84,000 and in stock 74,000 cases.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 1/11 1/2
Do. demand 1/11 3/16
Do. 4 months' sight 1/11 7/16
France—Bank T.T. 243
America—Bank T.T. 40 1/2
Germany—Bank T.T. 197 1/2
India T.T. 142 1/2
Do. demand 143
Shanghai—Bank T.T. Nominal
Japan—Bank T.T. 95 1/2
Singapore—Bank T.T. Nominal
Java—Bank T.T. 110 1/2

Buying.
4 months' sight L/C. 1/11 1/2
6 months' sight L/C. 1/11 1/2
30 days' sight San Francisco & New York 47 1/2
4 months' sight do. 48 1/2
30 days' sight Sydney and Melbourne 1/11 1/2
3 months' sight France 248
6 months' sight France 249 1/2
4 months' sight Germany 202
4 months' sight Italy 128 1/2
Bank of ... land rate 26 1/2

OPIMUM QUOTATIONS.
To-day's quotations are as follows:—
Per chest
Always New 900/930
Old 950/1,000
Older 1,020/1,050
Oldest 1,080/1,100
Patna New 1,290
Benares New 1,285
Persian (Paper) 830/950

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, on

FRIDAY, the 19th February, 1904, Commencing at 2.30 P.M., at No. 10, Ice House Street, ALL THE FURNITURE AND GEAR BELONGING TO

"CLUB EINTRACHT," including a quantity of Furniture. One 11-ft. SIZED, ENGLISH BILLIARD TABLE.

One FRENCH BILLIARD TABLE. One SEMI-GRAND PIANO. TWO BOWLING ALLEYS with Gear. TERMS—As Customary. On View from THURSDAY, the 18th inst. Catalogues will be issued.

GEO. P. LAMBERT, Auctioneer.
Hongkong, 12th February, 1904. [251]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

CHINESE-NEW YEAR HOLIDAYS.

IT is hereby notified that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on TUESDAY and WEDNESDAY, the 16th and 17th instant, respectively.

By Order, A. R. LOWE, Secretary.
Hongkong, 12th February, 1904. [250]

HONGKONG RIFLE ASSOCIATION.

THE ANNUAL GENERAL MEETING will be held at THE HONGKONG HOTEL on FRIDAY, the 19th February, at 5.30 o'clock P.M., for the purpose of passing the Accounts for the Year 1903, and electing a Committee and Officers for the Present Year.

MOWBRAY S. NORTHCOTE, Hon. Secretary.
Hongkong, 12th February, 1904. [253]

CHEAP RUBBER STAMPS MADE TO ORDER.

E. M. RICHFORD'S INDIA RUBBER STAMPS, TYPE PADS, &c., &c., &c.

THE ONLY PRIZE AWARDED FOR RUBBER STAMPS INVENTION EXHIBITION 1885.

Circulars issued Monthly to suit all Trade. Prompt Attention given to all Orders. For further Particulars apply to

JACK E. ELLIS, 8, Pedder's Hill, Agent for E. M. RICHFORD in China.
Hongkong, 12th February, 1904. [254]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR FOOCHEW.

THE Company's Steamship

"THALES," Captain Robson, will be despatched for the above Port, on MONDAY, the 15th instant, at 11 A.M.

For Freight or Passage, apply to DOUGLAS, LAIPRAK & Co., General Managers.
Hongkong, 12th February, 1904. [255]

NOTICE.

CONSIGNEES OF CARGO per Steamship

"COPTIC" are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 19th instant will be subject to rent. All Claims must be sent in to me on or before the 22nd instant or they will not be recognised.

No Fire Insurance has been effected. E. W. TILDEN, Agent.
Hongkong, 12th February, 1904. [256]

To-day's Advertisements.

Shipping.

Arrivals.
 Malta, Br. s.s., 3,900, Daniel, 11th Feb.,
 Shanghai 9th Feb., Mails and Gen.—P. &
 O. S. N. Co.
 Progress, Ger. s.s., 632, Bremer, 11th Feb.,
 Tourn 8th Feb., and Hoihow 10th, Gen.
 —S. & Co.
 Prins-Valdemar, Dan. s.s., 3,614, Koch, 11th
 Feb.,—Moj 6th Feb., Gen.—M. & Co.
 Coptic, Br. s.s., 2,744, Armstrong, R.N.R., 12th
 Feb.,—San Francisco 15th Jan., Honolulu
 22nd, Yokohama 4th Feb., Kobe 5th, Na-
 gasaki 7th, and Shanghai (Woozung) 10th,
 Mails and Gen.—O. & S. S. Co.
 E-Sang, Br. s.s., 1,127, Richard, 12th Feb.,
 Wuhu 7th Feb., Rice, J. M. & Co.
 Canton, Br. s.s., 1,110, Muir, 12th Feb.,
 Canton 11th Feb., Gen.—J. M. & Co.
 Chunsang, Br. s.s., 1,418, Cox, 12th Feb.,
 Moj 6th Feb., Coal—J. M. & Co.
 Hip Sang, Br. s.s., 1,040, Stalker, 12th Feb.,
 Hongay 10th Feb., Coal—J. M. & Co.
 Taksang, Br. s.s., 977, Baker, 12th Feb.,
 Wuhu 7th Feb., Gen.—J. M. & Co.

Clearances at the Harbour Office.

Takung, for Canton.
 Carl Diederichsen, for Hoihow.
 Itha Verde, for Macao.
 Ying King, for Canton.
 E-Sang, for Canton.
 Pak Kong, for West River.
 Hsueh, for Shanghai.
 Tsung, for Thursday Island.
 Tjilatjap, for Shanghai.
 Wagon, for Macao.
 Prins-Valdemar, for Singapore.
 Suisang, for Singapore.
 Zafiro, for Manila.

Departures.

Feb. 12.
 Kohsichang, for Bangkok.
 Luaba Maru, for Kobe.
 Tsintan, for Bangkok.
 Fungang, for Saigon.
 Loonginon, for Canton.
 Tsung, for Australian Ports.
 Suisang, for Calcutta.
 Hsueh, for Shanghai.
 Pulverer, for Sydney.
 Carl Diederichsen, for Hoihow.
 Madeleine Rickmers, for Bangkok.

Per Malta, from Shanghai for Hongkong—
 Messrs J. S. Huoper, P. J. Lavers, H. J. Ball,
 Mrs. Kinch, 3 children and 2 nuns, Messrs. E.
 Parsons, J. H. Parker, J. Byrne Hackett, W.
 M. Brown, R. G. Mawley, A. Baratz, Mrs.
 Padalker, Mrs. Basten and 2 assistants, 2 Chi-
 nese, and 1 Indian. For London—Miss Mad-
 dison. For Marseilles—Messrs. J. Grove and
 J. G. Moore. For London via Marseilles—
 Mr. Leonard Kerr. For Bombay—1 Indian
 Officer and 1 Soldier.
 Per Coptic, from San Francisco—Messrs. C.
 H. Allison, F. J. Baum, Fay C. Deal, J. W.
 Boyce, E. G. Curran, Miss T. Erickson, Messrs.
 H. W. Fields, A. J. Finlay, D. Fitzgerald, A. J.
 Jordan, J. S. Potter, C. F. Raver, D. A. Meno-
 cal, Mr. & Mrs. Geo. Nattinger, Dr. and Mrs.
 H. M. Sheppard, Miss Gladys Sheppard, Mr.
 and Mrs. A. R. Uppitt, Messrs. T. T. Vaughan,
 T. C. Welch and W. A. V. Wren. From
 Yokohama—Mr. F. Ramalay, Mrs. T. H. Love-
 joy, Mrs. T. Brown, and Mrs. W. C. Brown.
 From Kobe—Mrs. R. G. Baxter, Messrs. B. S.
 Govila and servant, H. Grimbie, H. S. Bevan,
 Leung Yu Chai, I. Mano, M. Yoshida and W.
 H. Miles. From Nagasaki—Mr. D. F. Young.
 From Shanghai—Mr. and Mrs. J. Liddell,
 Messrs. J. J. Woodruff, J. A. B. Smith, Barnes
 Moss, Mrs. Moss, Master Moss, Surgeon J. G.
 Wait, H. B. M., Mrs. A. Silva Netto, child and
 servant, Messrs. W. W. Cox and servant, G.
 Garton, R. W. Borthwick, 173 Chinese and 14
 Japanese.

Passengers to depart.

Per Malta, from Shanghai for London—Miss
 Maddison, and Mr. Leonard Kerr. For Mar-
 seilles—Messrs. T. Grove, J. G. Moore. For
 Bombay—1 Indian Officer. From Hongkong
 for London—Mr. C. Colson, C. B. Mr. and Mrs.
 F. G. Figg and child, Mr. and Mrs. J. H. Ly-
 man, Messrs. F. W. Bull, C. A. George and
 Hubbard. For Marseilles—Mr. and Mrs. D.
 M. Moses. For Brindisi—Mr. Morris, Miss
 Robbins, Mr. and Mrs. Scovell, and Mrs. H.
 M. Cook. For Bombay—Mr. A. M. Duston.
 For Colombo—Mr. Rose. For Singapore—
 Messrs. H. C. Nicolle and Claude Lye Kum.

Shipping Reports.

Str. Eyang from Wuhu—Light to moderate
 breeze, and fine weather throughout.

Ships Passed The Canal.

Outward—and January—Artelia, 6th Jan.
 January—Indragayo, 13th Jan.—Silsia,
 (Aus.) Indragayo, Futima, Linan, Salfordia,
 16th Jan.—Edwold, Jenzell, 20th Janu-
 ary—Sambila, 23rd Jan.—Agammon,
 Ertia, Glenoglan, 27th Jan.—Foshing,
 Aramitara, Roon, 30th Jan.—Wakata,
 Maru, 31st Feb.—Hendau, Benduck,
 Last, Brigaviva, 6th Feb.—Glenurri,
 Mackay, Sannia, St. Nicholas, Wilbuden,
 Fieberly, Fanni Ferdinand, 9th February—
 Malacca, Preusyn, Satoia, China, Nithale,
 Sandford, Strathmeis.

Homeward—23rd Jan.—Indrini, 27th
 Jan.—Arangina, Jura, 30th Jan.—
 Glenroy, Klautschon, 3rd February—Sydney,
 6th February—Ceylon, 9th February—Nar-
 berg, Dardanus.

Arrivals at Home—23rd Jan.—Konig
 Alder, 27th Jan.—Formosa, 30th Janu-
 ary—Marburg, Salacia, Achilles, 3rd Febru-
 ary—Indragayo, Kwachi Maru, 6th Febru-
 ary—Bingo Maru, 9th February—Manila,
 Shenandoah, Frointheis.

Vessels Expected.

Vessels	From	Agents	Due
Ballaarat	Singapore	P. & O. Co.	Feb. 13
Pakling	Singapore	B. & S.	Feb. 13
Emp. of Japan	Shanghai	C. P. R. Co.	Feb. 15
Namsang	Singapore	J. M. & Co.	Feb. 16
Gera	Japan	M. & Co.	Feb. 16
Roon	Singapore	M. & Co.	Feb. 16
Korea	San Francisco	P. M. Co.	Mar. 1
Gaelic	San Francisco	O. & O. Co.	Mar. 9

Vessels in Port.

Vessels	From	Agents	Due
Borneo	Ger. s.s., 1,344, Muhle	27th Jan.	
Sandakan	21st Jan., Gen. and Timber		
M. & Co.			
Capri	Ital. s.s., 2,718, Belsito	6th Feb.	
Bombay	17th Jan., and Singapore 29th		
Gen.—C. & Co.			
Catherine Apat	Br. s.s., 1,730, Stewart	9th Feb.	
Calcutta	23rd Jan., Penang and		
Singapore 3rd Feb.	Gen.—D. S. & Co.		
Ld.			
Crusader	Br. s.s., 1,435, Brown	11th Feb.	
Moj 5th Feb.	Coal—D. & Co., Ld.		
Haimun	Br. s.s., 636, Passmore	7th Feb.	
Tamsul	4th Feb., and Amoy 5th, Gen.		
D. L. & Co.			
Hanoi	Fr. s.s., 739, Merlees	10th Feb.	
Haiphong and Hoihow	9th Feb., Gen.—		
A. R. M.			
Indrapura	Br. s.s., 3,411, Horne	11th Feb.	
Portland	Or. 1st Jan., and Moj 6th Feb.		
Gen. and Flour—P. & A. S. S. Co.			
Kailong	Br. s.s., 1,024, Pennefather	2nd Feb.	
Cebu via Iloilo and Manila	30th Jan.,		
Gen.—B. & S.			
Laertes	Br. s.s., 1,340, Jackson	9th Feb.	
Saigon 4th Feb., Rice—Nam Wo & Co.			
Laguzpi	Am. s.s., 985, Yripar	11th Feb.	
Manila 6th Feb., Ballast—Barretto & Co.			
Liscum	Am. transport, 1,072, Healey	16th Jan.	
Manila 13th Jan., Ballast—U. S. Govt.			
Loongsang	Br. s.s., 1,091, Weigall	11th Feb.	
Manila 8th Feb., Gen.—J. M. & Co.			
Lydia	Ger. s.s., 1,772, Girstenbrun	1st Feb.	
Canton 31st Jan., Gen.—H. A. L.			
M. Struve	Ger. s.s., 966, Brandt	7th Feb.	
Haiphong 4th Feb., and Hoihow 6th, Gen.—			
A. R. M.			
Machew	Ger. s.s., 996, Harges	10th Feb.	
Bangkok 2nd Feb., Rice and Teak-wood—H. & S.			
Mausang	Br. s.s., 1,544, Welsh	9th Feb.	
Sandakan 3rd Feb., Gen.—J. M. & Co.			
Olympia	Am. s.s., 1,730, Dixon	8th Feb.	
Tacoma 3rd Jan., and Moj 3rd Feb.			
Gen.—D. & Co., Ld.			
Rajaburi	Ger. s.s., 1,189, Wendig	9th Feb.	
Bangkok and Swatow 8th Feb., Rice and			
Timber—M. & Co.			
Siberia	Am. s.s., 1,184, Smith	3rd Feb.	
San Francisco 7th Jan., and Shanghai 1st			
Feb., Mails and Gen.—P. M. S. S. Co.			
Simongan	Dut. s.s., 1,201, Versteeg	9th Feb.	
Samarang 28th Jan., Sugar—Yuen Fat Hong.			
Sungkharu	Br. s.s., 1,021, Robinson	1st Feb.	
Manila 24th Jan., Gen.—B. & S.			
Tartar	Br. s.s., 4,173, Evan	11th Dec.	
Vancouver 16th Nov., and Shanghai 13th			
Dec., Gen.—C. P. R. Co.			
Tjilatjap	Dut. s.s., 2,478, Koops	8th Feb.	
Macassar 31st Jan., Gen.—Hotz & Jacob & Co.			
Tijanaas	Dut. s.s., 1,055, Zevart	11th Feb.	
Yokohama 28th Jan., and Amoy 9th Feb.			
Gen.—Holz & Jacob & Co.			
Volga	Br. s.s., 2,851, Pattie	4th Feb.	
Dock 19th Dec., Coals—D. & Co., Ld.			
Wongkoi	Ger. s.s., 1,115, Reher	9th Feb.	
Bangkok 2nd Feb., Rice and Wood—B. & S.			
Yuensang	Br. s.s., 1,128, Rolff	6th Feb.	
Manila 3rd Feb., Gen.—J. M. & Co.			
Zafiro	Br. s.s., 1,611, Rodger	8th Feb.	
Manila 6th Feb., Gen.—S. T. & Co.			

Post Office.

A Mail will close for—
 Canton—Per Hankow, 13th Jan., 7:30 A.M.
 Manila—Per Zafiro, 13th Feb., 9 A.M.
 Haiphong—Per Hanok, 13th Feb., 9 A.M.
 Moj, Kobe, Yokohama, Victoria, (H.C.) and
 Tacoma—Per Olympia, 13th Feb., 10 A.M.
 Singapore, Penang and Bombay—Per Capri,
 13th Feb., 10 A.M.
 Saigon—Per Karin, 13th Feb., 10 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama,
 Honolulu and San Francisco—Per Siberia,
 13th Feb., 11 A.M.

Per India, via Tuticorin—Per
 Malta, 13th Feb., 11 A.M.
 Macao—Per Hengshan, 13th Feb., 1:15 P.M.
 Manila—Per Loongsang, 13th Feb., 3 P.M.
 Saigon—Per Laertes, 13th Feb., 3 P.M.
 Kongmoon, Kunchuk and Samsui—Per
 Say Yuh, 13th Feb., 3 P.M.

Namiao—Per Teichun, 13th Feb., 3 P.M.
 Sanbue—Per Hoi Fu, 13th Feb., 3 P.M.
 Macao—Per Wincui, 13th Feb., 5 P.M.
 Bangkok—Per Rajaburi, 13th Feb., 5 P.M.
 Bangkok—Per Machew, 13th Feb., 5 P.M.
 Bangkok—Per Winkoi, 13th Feb., 5 P.M.
 Canton—Per Fouan, 14th Feb., 9 A.M.
 Foochow—Per Thales, 15th Feb., 10 A.M.
 Straits and Calcutta—Per Catherine Apat,
 15th Feb., 2 P.M.

Per India, via Tuticorin—Per
 Gera, 17th Feb., 11 A.M.
 Shanghai—Per Woorung, 18th Feb., 3 P.M.
 Manila, Timor, Port Darwin, Thursday
 Island, Cooktown, Cairns, Townsville, Brisbane,
 Sydney and Melbourne—Per Empire, 19th
 Feb., 11 A.M.

Manila—Per Rubi, 20th Feb., 9 A.M.
 Europe, &c., India, via Tuticorin—Per
 Yarra, 23rd Feb., 11 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama,
 Victoria and Vancouver, B.C.—Per Tartar,
 24th Feb., 11 A.M.

Books containing stamps of the following
 denominations may be obtained at the
 General Post Office for \$1.00 each.
 16 stamps at 4 cents.
 12 " " 2 " " "
 12 " " 1 " " "

Until further notice the transmission of
 correspondence via Dalny and the Trans-
 Siberian Railway is discontinued.

CHINESE NEW YEAR HOLIDAYS.

The Post Office will be entirely closed on
 Tuesday, the 16th inst. (Chinese New Year's
 Day).

On Wednesday, the 17th inst. the Office will
 be open from 7 to 11:30 a.m. to dispatch the
 outgoing German Mail only. Correspondence
 posted up to 9 a.m. only will be sent out for
 delivery on that day.

The Money Order Office will be closed on
 both days.

THE WEATHER.

The following report is from Mr. F. G. Figg,
 First Assistant of the Hongkong Obser-
 vatory:
 On the 12th at 11:25 a.m. Barometric changes
 in the South are unimportant.
 The depression mentioned on the 11th was
 moving Eastward in the N. part of the Sea
 of Japan yesterday.
 Pressure is probably highest over Central
 China. Fresh to strong monsoon over the
 China Sea.
 Forecast:—moderate N.E. winds; fine.
 Returns from the North are lacking.

	Feb. 11 at	Feb. 12 at
Barometer	30.24	30.16
Temperature	65	62
Humidity	34	61
Rainfall	—	—

CHINA COAST METEOROLOGICAL REGISTER.

February 12th, 1904, a.m.
 Bar. Th. Hu. Wind Wr.

	7 a.m.	10 a.m.	1 p.m.	4 p.m.
Vladivostok	—	—	—	—
Yokohama	—	—	—	—
Hankow	—	—	—	—
Tokio	—	—	—	—
Kobe	—	—	—	—
Nagasaki	—	—	—	—
Kagoshima	—	—	—	—
Oshima	—	—	—	—
Naha	—	—	—	—
Shanghai	—	—	—	—
Taihou	—	—	—	—
Amoy	—	—	—	—
Swatow	—	—	—	—
Canton	—	—	—	—
Hongkong	—	—	—	—
Victoria	—	—	—	—
Cap Rock	—	—	—	—
Macao	—	—	—	—
Haiphong	—	—	—	—
Manila	—	—	—	—
Batavia	—	—	—	—
Bacolod	—	—	—	—
Iloilo	—	—	—	—
Cebu	—	—	—	—
San Francisco	—	—	—	—

VISITORS AT THE HOTELS.

CONNAUGHT.	THOMAS.
Bain, J. W.	Lee, G. E.
Bell, J. M.	Marston, Mr. and Mrs.
Bell, J. F.	L.
Boyce, W. B.	Moir, Geo. A.
Brabazon, R. A.	Murphy, F. O.
Christie, Mrs. & Mr. D.	Newborn, R. H.
Cronin, John	Newson, C.
Dufour, Mrs. B.	Ranney, Mr. and Mrs.
Dulot, Mme.	F. O.
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Hills, L. D.	Thomson, J. D.
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Macfarlane, Dr. and West, Rev. and Mrs. J.	Williams, W. H.
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Chow How Wai	Kennedy, Mr. and Mrs.
Condy, Mr. C. and 2	M.
children	Muary, Mr. & Mrs. H.
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Gilbes, J. S.	Ting Chuk Nar
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Hough, Dr.	Young, L. C.

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Best, C. H.	McPherson, Mr. & Mrs.
Blanchet, C. F.	Slocum, I. B.
Clark, Lieut. T. F.	Vieze, D.

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 Macgowan, R. J.
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 Mackie, Gordon.
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 Matile, Mr. and Mrs.
 McRan, T. P.
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 Meikle, Mr. & Mrs. E.
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 Monro, R. N. Com. C. S.
 Morris, W. F.
 Morris, Miss
 Murphy, Mr. and Mrs.
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 North, C. J.
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 Downing, J. C.
 Dowson, A.
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 Emerson, A.
 Errington, Sir Geo. & Rose, H.
 Lady and maid
 Finlay, A. J.
 Fisher, H. G.
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 T. F. and baby
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 Guignon, G.
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 Hirst, J.
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 Icely, Rev. F.
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 Kempfer, E.
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 Kent, Capt. E.
 Kent, R. L. Col. E.
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 Muelle, Ed. (Consul for Peru)

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 Moxon, Mr. and Mrs.
 Herbert
 Ollis, Mr. and Mrs.
 Ormiston, Major and Mrs. J. W.
 Oswald, Mr. and Mrs.
 J. and children
 Pollock, H. E.
 Pratt, Major and Mrs.
 Quail, E.
 Rauchholz, Mr.
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 Sinclair, A.
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 Smith, C. W.
 Spalckhaber, W. O. C.
 Stevenson, D.
 Sutherland, Mr. and Mrs.
 J. and child
 Uffel, von
 Watkins, R. F., Capt. and Mrs.
 Watson, Mr. and Mrs.
 Wenborn, S. T.
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